

[Music]

John P. Greeley: My name is John P. Greeley, president, Teamsters' Local 676, Camden, New Jersey. The population of my membership fluctuates between 7,000 and 7,600 members. I would like to take a few minutes of your time to explain to you some of the utmost important things that are – will ultimately destroy labor.

As you may or may not know, in 1947, a law was passed call the Taft-Hartley Law, which was designed to put a considerable amount of restrictions on labor unions. Then in 1959 came another law called the Landrum-Griffin Law, which put additional restrictions on labor.

This Landrum-Griffin Law was originally called the Kennedy-Landrum-Griffin Law, and was designed to protect the Manufacturers' Association and hinder or destroy the American working men and women. I have experienced in the past four years the effects of the Landrum-Griffin Law as much or if not more than any other local union or labor organization in this country. We have had dozens of strikes during the past four years in an attempt to salvage jobs of our members, and many, many times, the Landrum-Griffin Law was invoked on our local unions.

Fortunately, due to the excellent attorneys who represent our local union, and the international attorneys, we were fortunate to overcome various court orders, restraining orders, and injunctions for the benefit of our members.

If a local union attempts to commit any violations, regardless of how small, the first thing that the employers do is run to the National Labor Relations Board, or some court agencies, to try and harass and destroy the very thing that labor unions are striving to gain for their members.

Approximately the latter part of 1962, there were, and are at the present time, three labor bills attempting to be introduced in the halls of Congress, sponsored by various dignitaries of the government, known as Congressmen and Senators, whose primary job is to satisfy the American people and not destroy what they have so long fought for.

The present labor bills that are pending are as follows. The Martin Bill, HR 333, and the McClellan Bill, S287. These are designed to reduce the international and local unions into thousands of company unions, thus in reality would mean our members could no

longer have a master agreement contract, and that all companies could have different rates of pay for their employees.

Now we have the McClellan Bill, S288, and the Dirksen Bill, S21, which would give the government the power to write all contracts under the guise of compulsory arbitration. This would ultimately take away your right to strike a company in support of your demands.

Last but not least is the Goldwater Bill, S87. This will would establish a national right to work law, making all union shop contracts illegal unless specifically authorized by the states, and would tie up any strike situation in the endless red tape under so-called referendum votes during the strike.

In addition to destroying what you have, you can also lose your pension that the Teamsters have fought for years to secure for you, which is \$200.00 a month after 20 years of union service, and you could retire at the age of 57. Now this is also included in the Martin Bill, 333. That is why it is of the utmost importance that every Teamster member, wives, relatives, and friends, if so desire, join DRIVE, D-R-I-V-E, in order to combat legislation that is ultimately going to destroy labor within the next few years, if these bills are passed through the halls of Congress.

DRIVE is an instrument to keep Teamsters' hard-earned picket line gains and other gained measures from being wiped out by legislative and administrative measures instigated by anti-forces in government. In DRIVE, we have a counter-offensive against those anti-union employers, who after finding they cannot beat us at the bargaining table resort to massive lobbying, efforts to get legislation and government policy which would take the heart out of contracts.

So far, a small fee of \$5.00 per year, which is a family plan for you and your wife, would be very helpful and essential in combating anti-labor legislation. Please see your shop steward or business agent and ask him to explain DRIVE to you and how you can become a member. Remember, your job and your family's existence depend on this. I thank you for taking the time to listen to this very important message by me to you.

Wally:

George, what I want to ask you now is since we've got active in this political program, and since we've got started here in Local 676, what do you think now about our DRIVE program?

- George:* Oh, I think that's one of the best things that ever happened. It's something that we need. I mean, we've got to show our strength in Washington one way or the other, and I think DRIVE is the only way it can be done.
- Wally:* George, personally, what have you contributed? What have you done since we've started the DRIVE program here in Local 676?
- George:* Well, Wally, speaking for myself, I contributed \$100.00 and become a lifetime member of DRIVE. We have also went out and talked with all our stewards and our members, and our stewards are responding very good to this DRIVE program.
- Wally:* Johnny, what do you think now about our political program?
- Johnny:* Well, Wally, I think this is about the best thing that's happened to organized labor. I remember when this was started to be instituted back in 1961 in the national convention in Florida. And I at that particular time became a member shortly after that into DRIVE. And just here recently, I have signed up with a lifetime membership in DRIVE, which I believe that this is about the best thing to help organized labor in regards to bills being passed through legislation in Congress. Without a political program that can be instituted by our organization to help organized labor to fight these bills, why, organized labor eventually will go down the drain.
- I know that it – no matter how hard I work and organize people into Local Union 676, I know that it can be wiped out with one bill being passed through Congress.
- Wally:* Mike, what do you think about our – about the international and this local union's political program? What have you done to help see that this is carried on?
- Mike:* Well, I've signed some of our members up in DRIVE because I think we should be behind DRIVE, because if we're not behind DRIVE, we'll end up with no local union at all due to some of the bills that they are trying to pass in Congress now.
- Wally:* Mike, if something was to happen to where we didn't have this local union, what would happen to these 6,000 or 7,000 people that you have organized under the contracts here? What would happen to them financially and with their jobs?

- Mike:* Well, Wally, I think if anything like that were to happen, that the people would go back and make maybe \$50.00 a week, where today they're making \$150.00 a week. They would not have any pensions, nor would they have health and welfare or Blue Cross and Blue Shield to cover their – themselves and their families.
- Wally:* Well, Mike, what have you done personally? What contribution have you made to DRIVE?
- Mike:* I've made a \$100.00 contribution to DRIVE, and I am a life member of DRIVE.
- Wally:* And all you're asking your stewards and members to do is give how much?
- Mike:* Five dollars. Five dollars a year for themselves and their family.
- Wally:* Brother Lear, what do you personally think about our DRIVE, our political program, as it is today?
- Brother Lear:* The program of DRIVE I think should be supported by all the Teamsters inasmuch that we have to adhere to the policy of what the name means, not be governed by one party particularly, but to use your intelligence and vote for the men who support labor and defeat our enemies, which was the famous slogan of that great leader, Samuel Gompers. In that way, you are not aligned to any one party body and soul. In that way, your Congressmen and Representatives will see that they will have to service their people and represent their people in Washington, and not always the big industries.
- DRIVE has done a lot of good. It has made these Representatives realize that the people have become awakened, and are looking for representation and laws passed favorable to them. By the passage of the Taft-Hartley Act, we were curtailed to a degree in our organizing, and the Landrum-Griffin Bill has made it much harder to succeed. To run a union, you've got to have a united front, and with these legislators trying to pass laws that would curtail us, then we would become a minority group, like we were back in the early stages of labor.
- Wally:* Now Brother Lear, what have you done personally, yourself? Have you made a contribution to DRIVE?
- Brother Lear:* I have made my contribution to DRIVE. I am a paid up member, a life member.

Wally: Tom, you being a Teamster as long as you have, you've seen several laws passed in Congress that has really put the chains, as they say, to the Teamsters, haven't you?

Tom: Yes, I have. I can remember when I first started as a Teamster, I started for \$0.95 an hour. I am now making \$3.23 an hour. That is as of September 1st, with our nationwide contract. If anybody can come to me and tell me the gains that we have gotten over the period of years aren't worth our trouble and effort to go forward in this DRIVE, I don't know what to tell the people. I mean, all I can do is explain what we got and what we have now.

Now with this here new Landrum-Griffin Bill that was passed in 1959, I feel as though that the people should back this DRIVE, because we have no other way of supporting Senators and Congressmen and Representatives in our government that support us. So I feel as though we should support the people that DRIVE tell us to in every way, shape, and form.

I can remember when the Taft-Hartley Law was passed, and at this here time, it was legal for the local union to support a man. But with the Landrum-Griffin Bill and the Taft-Hartley Act, now it's no longer legal. The man must actually dig in his own pocket and bring out money if he intends to support a candidate today. Now this is you and me and all the members of our local union, our international, and so forth and so on.

Now it's up to us, the people. If we want to have representation in Washington, it's up to us to get in back of this DRIVE program.

Wally: Bill, what does DRIVE mean to you as an individual?

Bill: Well, as an individual, Wally, it gives you, as John give us a good contract here at Antrim Hardware, this \$5.00 is worth a good cause, because you get Congressman Cahill in here who can completely wipe out this contract that Brother Greeley is getting us here. So, I feel this \$5.00 is a good cause.

Wally: Why would you donate \$5.00 out of your pocket to help see that we hold this international and this local union together? Why would you do that?

Male 1: Well, I was glad to donate the \$5.00 because just recently, I had been fired from this company, and my Local 676 here got me back to work. So I feel that they helped me out quite a lot, so I'm willing

to donate my \$5.00 to help this local, help this union stay together, and get in there and help in Congress, and elect our representatives that are going to help us, our friends all over.

Wally: All right, Art, what did you think about this meeting here this morning, after seeing this film that Mr. Ragsdale brought in? What did you think about it?

Art: I think it was a very enlightening meeting, and very educational, and I'm sure the fellows enjoyed it. I know I did.

Wally: Now what do you think about our DRIVE program, after you're hearing what went on the other night at the local union, and then seeing this here? Do you think it's important that we get involved in our political program, and to help hold what – the gains that we've won down through the years?

Art: I think it's very important. Unless every man feels that he should participate in something like this, there'll be nothing at all. Everything we've gained, we'll have lost.

Wally: That's right. All right. Now another thing. What do you think about this? The \$5.00 that the international is asking you men to donate into our political program, do you think it's too much, not enough, or what do you think about it? They've never – have they ever asked you for a penny before, besides your union dues?

Art: No. As a matter of fact, I never heard it before, until you explained it to me. But as far as \$5.00 being too much, well, my goodness, just a little more than a penny a day.

Wally: Well, do you think your men's going to participate here, all the men?

Art: I think they will?

Wally: A hundred percent?

Art: A hundred percent, especially after seeing this film.

Wally: Well, that's what – you liked the film?

Art: Liked it very much.

Wally: Hap, how long you been a Teamster?

Hap: The past 22 years.

Wally: Twenty-two years. How long you been on this job?

Hap: Past seven.

Wally: Seven years. Well, I saw where you was handing your \$5.00 voluntary contribution to your – one of your agents, George Ballantyne. What did you think when the agents came and asked you to give \$5.00 into the political program?

Hap: Oh, I think it's a good thing in reference to the organization, and the people, for the betterment of the people, and outstandingly politically, to be able to know that our people we're putting into office, they're doing their best for us when they get into office. That's one of the main intentions, as far as DRIVE is concerned, that you sign up with the money, and as a matter of fact, unite all of our people here at Service Motor Freight, and within the Teamsters, if possible, to back up this organization, because these people are going to back us up 100 percent.

Wally: What is your name?

Alonzo Salzman: Alonzo Salzman.

Wally: Alonzo, who do you work for?

Alonzo Salzman: Helms' Express, Camden.

Wally: Helms' Express. Who is the man that's working with you on DRIVE here Helms'?

Alonzo Salzman: Tom Moore.

Wally: Tom Moore.

Alonzo Salzman: Right.

Wally: What was your first opinion when you first heard Tom talking about DRIVE, the political arm of the Teamsters?

Alonzo Salzman: Well, he had explained that it was the political end, that was more or less to give the Teamsters a fairer chance, and I thought it was a good idea myself to join.

Male 3: Al, you just signed up with DRIVE. Was you to the meeting that we had, the big meeting with DRIVE, that Mr. Zagri was in?

Al: Yes, I was.

Male 3: We had an awful crowd up there, didn't we?

Al: Yes, we did. I think we had more there than we did at any other time.

Male 3: And what did you think of that meeting we had there? Did Mr. Zagri make himself clear to just what this DRIVE meant to you and all the members of the Teamsters movement?

Al: Yes, he did. I thought it was a pretty good speech he made.

Male 3: And what do you think of DRIVE, Al?

Al: I think it's a good movement. I think more people should join it.

Male 3: Ed, I guess you was at that big meeting we had when Mr. Zagri was in, weren't you?

Ed: Yeah, I was there.

Male 3: What did you think of that meeting, Ed?

Ed: Very nice. Very constructive meeting. Very nice.

Male 3: Very good, Ed. Ed, what do you think of this DRIVE program?

Ed: Oh, I think it's a good – good program. I think it should be explained more fully to some of the fellows that don't know about it. _____ probably get more members in.

Male 3: Well, you know, Mr. Zagri and the men that he has working for him has worked very hard. They've worked night and day. They've been all over the country on this program. And I think they all deserve a lot of credit for the things that they're trying to do for the Teamster movement, for you, yourself, and your family.

Ed: Well, I didn't meet him personally, but I met him at the meeting down the hall, which was a rousing success, and I think the speech he delivered hit home, and tends to let us know that somebody's in there pitching for us.

John P. Greeley: So I'd like to say in closing that we must get together, work together, and pull together and join DRIVE if we are going to be able to try and curb these situations that are happening in the halls of Congress today to hurt you, your job, and your family, and every other American in this country who are working under some sort of a labor contract. So let's all pull together and see what we can do to try and resolve this situation. Thank you very much.

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